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THE ALBERTA

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EDMONTON, ALBERTA

May, 1960

SEVENTH COMMISSION UNDERWAY

... FIRST HEARINGS IN MAY



COMMUNAL PROPERTY CONTROL BOARD - Set up under the new Communal Property Act, this Board will hold public hearings regarding applications for new Hutterite colonies or for expansion of colonies already established. Initial hearings are slated for Fort Saskatchewan, High River and Lethbridge early this month.

E.F. Breach, second from left, formerly Director of Communal Property, is Chairman of the new Board. Other members are Ian Morris (left) and J.H. Todrick. K.A. Luke (right) is Board Secretary. Mr. Todrick is a member of the Equalization Board while the other three constitute the Alberta Assessment Appeal Board. All four will continue with the work they previously carried on.

SHORT COURSES AT BANFF

Emphasis this year during the twenty-second annual refresher course in Municipal Administration will be on "the whole problem of administration of roads and road allowances". The course is being held at The Banff School of Fine Arts June 9, 10 and 11 and is sponsored as usual by The Alberta Association of Municipal District Secretary-Treasurers with assistance from the Department of Municipal Affairs and the University of Alberta's Extension Department.

The Municipal Administration course, as well as the sixteenth short course in School Administration being held June 13, 14 and 15, are part of the year-round educational program held at the Banff School. Both courses are designed "to meet the needs" of municipal and school secretary-treasurers as well as elected councillors and school trustees in carrying out their administrative responsibilities.

An important part of both courses this year will feature discussion groups designed to encourage greater participation by those in attendance. This is in contrast to the more formal addresses by speakers followed by question periods. During the first afternoon of the Municipal Administration course, for example, six groups will study three broad areas of the road acquisition problem ... devoting particular attention to the rights and powers of municipalities and of owners, negotiating agreements and compensation, road survey and registration as well as changes in the assessment and tax rolls.

Other topics covered during the course will include "Extending Fire Protection Services" by Fire Commissioner Austin Bridges, "The Government Recreational Program" by Hon. A. Russell Patrick and

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BATTLE RIVER DISTRICT

First meeting of the Battle River District Planning Commission was held in the Highways Building, Edmonton, on April 29. Members of the Commission, representing the areas in which development will be supervised, are W. Schnee, County of Wetaskiwin No. 10; Mayor J.E. Pike, City of Wetaskiwin; M.A. Prediger, Town of Ponoka; Ivor Davies, County of Ponoka No. 3; Alderman C.A. Johnson, City of Camrose; Reeve D.M. Braim, M.D. of Camrose No. 63.

During the meeting Mayor Pike was elected chairman of the Commission with Reeve Braim vice-chairman. J.B. Gee, Town and Rural Planning Branch, was appointed acting secretary-treasurer.

Formation of the Battle River Commission brings to seven the number of District Commissions now operating in Alberta. Others are Peace River, Edmonton, Red Deer, Calgary, Oldman River and Medicine Hat. With these seven, Provincial Planning Director Noel Dant points out that approximately 90 per cent of the more thickly populated parts of the Province is now covered.

At the recent meeting, it was decided to advertise for a Planning Director, an Associate Planner and a Draftsman. It was also decided to maintain offices in Edmonton during the first year's operation and further that representatives of the Departments of Highways, Agriculture and Education should form part of the new District Commission, with a member of the Town and Rural Planning Branch attending meetings in an advisory capacity.

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... MOUNTAINS IN JUNE



ON TOP OF MOUNT NORQUAY - Spectacular view of the Town and environs of Banff looking south east. Tunnel Mountain (looming small against the majestic bulk of Mount Rundle) shelters the Banff School of Fine Arts where refresher courses for school and municipal secretary-treasurers will be held June 9 - 15. In his book "Campus in the Clouds", Senator Don Cameron calls School "The Salzburg of Canada". Valley of the Bow appears in the foreground and to left, while right of picture shows Spray River Valley "cupped between the Goat Range on the one side and towering Mount Rundle on the other".

THE SECOND PAGE . . .

The SPELL OF BANFF

In a setting of spectacular grandeurs such as Banff, things have a tendency to fall into perspective. As one surveys those majestic hills, the atmosphere becomes at once peaceful and serene, a shield against the grinding abrasions of a mechanized and discordant age.

Cameron's "Campus in the Clouds"

"OUR URBAN REVOLUTION"

A strong case for long-range planning and for the metropolitan form of local authority is made in a series of three articles in the Saturday Evening Post early this year. Entitled "Our Urban Revolution" and written by Harold H. Martin, the series is potent stuff for everybody concerned with the patterns and problems of municipal growth. It deals with "Megalopolis" the headless, formless, chaotic, "endless jungle of poles, wires, asphalt and television aerials" that make up the Great City. It covers the American scene; but what it says points a lesson of tremendous meaning for all Canadians as well.

Mr. Martin's series deals with trends that really began long ago, but which are now sweeping us along at breakneck speed: The flight to the suburbs; the tide of deterioration lapping over one city street after another; ribbon development with cities sprawling along the highways; green hills and ravines being scraped down to form "raw, red, flat places"; the conflict of interest between urbans and rurals.

"... The flight from the cities is inevitable (says Martin) and it has not even begun to run its course. It began when the first automobile went chugging down a dirt road past the end of the street car line. Two wars and a great depression delayed it, but the pressures that had been building up for fifty years inevitably had to find release".

And a little later: "The city of the walking man and the horse-drawn buggy was a tiny place. The city of the street car spread wider, and the commuter train scattered the well to do far out into the countryside. The city as a marketplace had to be where it was, for the deep water harbor or the river port or the railhead was there; and these were the routes over which goods were transported. But the people moved as technology gave them the means to move, and the downtown mansions of the wealthy became the slums that housed the poor".

The writer shatters the modern bucolic dream in these few sentences: "The citizens of Lazy Acres felt a vast sense of well-being when they peered out of their picture windows across their tiny struggling lawns toward the rolling green hills where dairyman Witherspoon grazed his cows. Disenchantment soon set in, however, when they woke up one morning to hear the bulldozers growling and snorting, leveling the green pastures for a factory or a shopping centre or another subdivision whose picture windows would stare directly into theirs, or when a six-lane superhighway came rolling a concrete carpet over the hills between them and the grammar school, its nearest crossing ten miles down the road".

Speaking of the explosion of the city and the need for orderly development, Mr. Martin says: "... the voice of the planner, begging plaintively that a little green space be left for parks, a few acres set aside for schools, churches and community centres, has been drowned in the clank of the bulldozer and the bang of the carpenters' hammers. Under the streets and rooftops of Suburbia, a million acres of rural land are being buried every year—much of it the best farm and orchard land the nation owns.

"The result, the planners and thinkers say, can only be eventual chaos—an endless jungle of poles, wires, asphalt and television aerials stretching away under a smog-filled sky in a disorderly sprawl with never a park or a woodland to break the ugliness and monotony".

Shifting to the financial aspect of the picture, Martin has his suburbanite facing a moment of truth with the arrival of his first tax bill: "One of the reasons he went to the suburbs in the first place was that tax rates were lower there than in the city. He finds out they were lower because the suburban municipality did not provide the services that the city he had left provided. And when he starts demanding these services, the costs leave him stunned. He had paid for

them in the city too, of course, but painlessly, for they had been hidden in his rent bill".

Slums? "Hundreds of millions of dollars have been spent on public housing in the battle against slums and billions more are being spent. So far it has been a losing battle. Slums have procreated faster than they have been torn down, and this process is still going on".

Mr. Martin believes traffic movement constitutes one of the cities gravest problems. After discussing such daring innovations as helicopter buses and monorailways, he comes out in favor of converting the downtown area into a "pedestrian island" as a first step. He speaks of "radial expressways and circular highways cutting across them" and pictures garden apartments beyond the towers of downtown. "Here (he says) high and low-rise structures would be mixed together in massive groupings, separated from one another by belts of green and usable open spaces ..."

For the concluding article of the series, Mr. Martin comes to grips with the ailments which beset Megalopolis. "There can be no beauty," he concludes, "and no order and little efficiency in the America of the future unless we do some effective, grand-scale planning now. And there can be no effective planning now so long as each small community scuffles fiercely with its neighbor and thumbs its nose at the central city and goes its own way heedless of the fact that it is a part of the greater whole. To meet the challenge of the future we need a new form of metropolitan government, greater than the county, smaller than the State, that will not be hampered in its functions by old, out-moded political divisions".

Warming to his subject, Martin looks to the Canadian form of metropolitan authority because in America "such a metropolitan government is only a gleam in the planner's eye". He sees it as a "regional council made up of representatives of all communities within the area and headed by a 'metro-mayor'. Under it, the planners say, could come such matters as a metropolitan transportation system which would embrace all forms of transport from the location of highways to the supervision of mass transit. It would have responsibility for keeping the air over the area clear of smoke, the streams free of sewage and industrial wastes. It could see to it that each community received its share of the dwindling supply of water. It could provide, through the purchase of easements, for maintaining open areas of farms and woodlands that would break up the monotony of urban sprawl. It could maintain regional recreation facilities that no small community could supply alone. It could lay out a regional land-use plan, providing industrial parks for factories whose tax payments would be shared by several adjoining communities. It could set up zoning standards for the whole area and thus forestall the spread of cheap and ugly construction ..."

Mr. Martin fittingly ends his final article with a quotation from Daniel H. Burnham, the noted Chicago architect, which should perhaps be committed to memory by all municipal people. "Make no small plans", says Burnham. "They have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram, once recorded, will never die, but long after we are gone will be a living thing ... Let your watchword be order, and your beacon, beauty."

THIS MONTH

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"THE IMPACT OF THE MOTOR CAR WAS TO URBANIZE THE HITHERTO RURAL AREAS . . ."

FACING THE FACTS OF METROPOLITAN DEVELOPMENT

BY H. CARL GOLDENBERG, O.B.E., Q.C.

(FIRST OF TWO PARTS)

AN ADDRESS TO THE EDMONTON CHAMBER OF COMMERCE

I must admit to you at the outset that I am not without some knowledge, limited though it may be, of the issues of metropolitan development in Alberta. In fact, in November 1954 I had the privilege of appearing on behalf of a client as counsel before the McNally Commission. I also understand that in the recent debates on industrial taxation, my name has now and again been invoked, and I am naturally flattered that so much attention should be paid to something I suggested for possible consideration in one of my speeches. It is not given to every speaker to be taken so seriously.

Notwithstanding all this, I have not come here as an outsider to tell you exactly what to do in the matter of amalgamation or industrial taxation in Edmonton or Calgary. That would be presumptuous. While I have had occasion to inquire into and report on municipal problems in different parts of Canada, I have not had occasion to do so in Alberta. Accordingly, I propose to deal with metropolitan problems in fairly broad terms and, since the situation in your larger cities is by no means unique, to outline to you how the facts of metropolitan development have been and are being faced in other cities. I have no doubt that a good deal of what I say applies in large measure to Edmonton and to Calgary.

NO SINGLE SOLUTION

The problem which confronts the metropolitan areas of your two largest cities is one of the major problems in the field of municipal government today in Canada, in the United States and in other countries. It may be stated in simple terms: How can we best effect a readjustment in the municipal structure so that municipalities will be in a position to deal with the consequences of rapid urban growth and expansion? That is the problem and I can tell you that no single solution has yet been found. Nor do I think that there is any set scheme of metropolitan government which is generally applicable.

The problem in Canada, as elsewhere, arises from the phenomenal increase in urbanization which has characterized our century. In 1870 less than 20 per cent of the Canadian population was urban; by 1951 the figure rose to about 60 per cent; the forecast is that by 1980 almost 80 per cent will be living in cities, towns and villages and that more than half of our population will be living in metropolitan and urban areas of over 100,000 population. It is clear that unless we boldly face the facts of urbanization and metropolitan development now, today's problems will appear small in comparison with those which will confront us within a few years.

Municipal boundaries in metropolitan areas are no longer realistic because our system of local government was set up when the bulk of the population was rural and the distinction between urban and rural communities was clear-cut. Each town was a clearly recognizable entity and rural areas were also for the most part separate and distinct regions, each with a highly developed local character. Trade was chiefly between the town and its rural hinterland. Industrial activity was limited and mass production unknown. Industry was dispersed, and within each community small factories, mills and home handicrafts provided most non-agricultural goods. The relative simplicity of the whole economy, the absence of any marked economic inter-dependence between local areas, and the existence of a local consciousness, were conducive to the concept of a separate local government for each area: each looked after its own affairs and was not greatly interested in or affected by the affairs of others.

This balance was upset by the advent of the motor car, which increased the mobility of people and goods, and by the rise of specialization and mass production for national and world markets in large industrial plants. The boundaries of local areas, whose size was determined by the distance which a horse could traverse in a day, became unrealistic when many people found it possible to work miles away from home and to cover the distance twice a day. The impact of the motor car was to urbanize the hitherto rural areas adjoining our large cities by promoting an outward drift of population and of industry. While the rate and extent of this urbanization were greatly accelerated by the population increase and industrial development since the end of World War II, the process began long before then.

ARTIFICIAL BOUNDARIES

It was from this growth of urbanized fringe communities and "satellite towns" adjacent to large cities, that the problem of the metropolitan area developed. Whereas formerly municipal boundaries and separated relatively distinct units, these boundaries within metropolitan areas now became artificial because, as a result of the greater mobility of people and goods, the units were no longer self-contained but had in fact become parts of a single geographic, economic and social community with a central city. This has been the experience of all the major urban centres of Canada and the United States. The fact that the increase in population since the Second World War has occurred almost entirely in and around urban centres has brought metropolitan problems to the fore and has led to actual or prospective major changes in local government structure.

The problems are very much the same everywhere. When the fringe communities were rural, they did not require the municipal services provided in urban centres but as they became urbanized certain basic services became a necessity. Urban areas require a municipal water supply, sewage facilities, streets and sidewalks, police and fire protection, health services, waste disposal, and so on, and as their population increases they require more schools. But fringe communities, having grown haphazardly, are generally unequal in financial resources and there are wide variations in tax rates. Accordingly, some are in a position to provide the necessary services and others are not. You therefore find gross inequities in municipal services within an area which is physically and economically one community. This is one of the basic problems arising from the division of the area into independent municipal jurisdictions, and the consequences are the concern of the whole community. For example, the spread of disease does not stop at the artificial boundary between any two municipalities, nor does a fire respect boundaries. Similarly, the problems connected with the provision of a water supply, of collector sewers, and of arterial highways extend beyond the artificial boundary lines.

Insofar as the central city is concerned, be it Edmonton or Calgary or Winnipeg or Montreal, having lost residents and businesses to the suburban municipalities, it is faced with problems of urban renewal and redevelopment, transportation problems, planning problems, and with the need for providing services not only for its own residents but also for commuters residing and paying taxes in other jurisdictions. The need for some form of co-ordination is apparent.

INDUSTRIAL TAX

In a speech which I made some time ago, parts of which have recently received publicity in this Province, I pointed to some of the inequities flowing from the failure to face some of the facts of metropolitan development. I drew attention to consequences flowing from the fact that manufacturing industries are largely concentrated in metropolitan areas. Industrialists will select those locations which offer certain advantages, with the result that some municipal units have become highly industrialized, while others have few or no industries. We call the latter "dormitory" municipalities. Since industry is taxed by the municipality in which it is located, the situation arises in metropolitan areas where industries pay local taxes to one municipality but draw the larger part of their working force from the central city and from the other municipalities in the area. In other words, the municipality in which the physical plant is located is not necessarily the municipality which has to bear the costs of schools, welfare and other municipal services. If the municipality which is

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H. CARL GOLDENBERG, Canadian authority on provincial-municipal relations, practices law in Montreal. A graduate also in political science, he was an adviser to the Rowel-Sirois Commission on Dominion-Provincial Relations in 1938. He has studied inter-governmental problems in many parts of Canada and from 1936 to 1940 served as consultant to the Canadian Federation of Mayors and Municipalities.

"... ITS INTERESTING POSSIBILITIES PROVIDE ROOM FOR THOUGHT."

MORE POWER FOR PROGRESS

EXCERPTS FROM THE 1959 REPORT OF THE ALBERTA POWER COMMISSION

J.G. MacGREGOR, Chairman; J.E. OBERHOLTZER, Member; W.C. WHITTAKER, Member; J.L. REID, Member and Secretary

(As it points out in its 1959 Annual Report, the Alberta Power Commission doesn't own or operate any power plants, transmission lines or distribution systems. Its duties are of a regulatory or supervising nature and in the Report they are listed as follows: (1) The collection of statistics of the Central Station Industry in the Province, and the study of these statistics so that the people of the Province will have a true picture of the industry. (2) The study of hydro-electric sites and other power possibilities in Alberta. (3) Farm Electrification, construction and operation of farm lines.)

The year 1959 was one of expansion and general prosperity in Alberta. Industry is becoming a much larger component of the Province's economy. During the year some 70 companies completed or started new plants or additions to existing plants. The approach of gas export has touched off announcements of construction or expansion of a series of refineries and gas processing plants now at various stages of development and worth more than \$40,000,000.00.

Iron and steel and transportation industries are building plants and facilities worth \$17,000,000.00 and for the first time in Western Canada two rubber tire plants with a total value of \$11,500,000.00 are being built. Chemical and petrochemical plants worth another \$30,000,000.00 are under way.

The year 1959 saw continued activity in the oil and gas well drilling program with more than 800 initial oil well completions and more than 200 gas well completions. About 9,250 oil wells and 780 gas wells are now capable of production.

The following comments provide a few figures for quick reference to indicate the remarkable growth of the Electric Utility Industry. The figures compiled in this report are confined to the Electric Utility Industry and are comparable to those compiled by the Dominion Bureau of Statistics under the category of "Utilities".

K.W.H. Generated. The increase in K.W.H. generated over that of the previous year was 14%. Thermal plants generated over 70% of the K.W.H. produced. Of this, internal combustion plants accounted for about the same proportion (2.2%) as they did during the previous year. This power, of course, is mainly that generated by Northland Utilities Limited and Canadian Utilities Limited in the Peace River country and includes the power generated by the gas turbine at Valleyview. Canadian Utilities Limited operates a diesel plant in the Swan Hills oilfield where the load has been growing rapidly.

Transmission lines in the Province increased by 622 miles to a total of 12,642, which includes 2,949 miles of Company-owned farm lines. Distribution line mileage increased 415 miles to 4,679. The total mileage of all farm lines increased by 2,644 miles, so that the total farm mileage at the end of 1959 was 37,996. The total mileage of all power lines in the Province at the end of December, 1959, was 52,368.

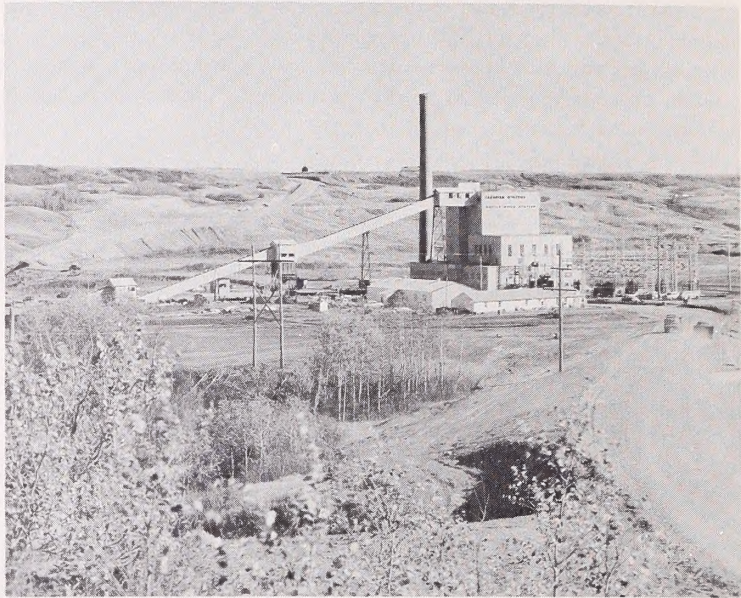
GENERAL PICTURE

Alberta is so richly endowed with energy resources from which we can produce cheap power that, costwise, except for local areas, imported power cannot compete.

As well as having over two million H.P. of undeveloped hydro power, Alberta, with its oil, gas, tar sands and coal, has some 80% of all of Canada's known fossil fuels.

A popular fallacy is that hydro power is always cheaper than thermal. In Alberta this is not so. By far the cheapest power in Alberta is that which we get from the Wabamun gas-fired steam plant. In 1962 that plant will switch over to using coal as fuel and will then produce power even more cheaply than it does now.

Because of the nature of Alberta's fuel resources, the ideal arrangement would be to generate some 94% of the K.W.H. needed in the Province in steam plants, leaving the remaining 6% to be gener-



CENTRAL STATION AT FORESTBURG - Coal from nearby strip mines goes up incline at left. Thermal (steam-generated) power plants provide natural market for Alberta coal. (Alfred Blyth Photo)

ated by hydro plants. The peak load in the Province during 1959 was 652,000 K.W. Since the capacity to supply much of this load is only needed for such short intervals of time, the hydro plants, generally speaking, are well suited to perform this function. Hydro plants representing about 40% of the generating capacity of the Province would be required to carry the necessary portion of the peak load in doing so would generate approximately 6% of the K.W.H.

BRAZEAU DAM

The power possibilities of the Brazeau Site are much greater (than the Russel Site immediately upstream from the Ghost River plant). When it is developed the generators will be installed to provide peaking power. Each of the four units there will be rated at 150,000 K.W. so that its total generating capacity will be 600,000 K.W.

While the ultimate development of the Brazeau plant to produce 600,000 K.W. of electrical power involves a main dam two miles long and with a maximum height of 250 feet, two auxiliary dams will also be needed to contain the ultimate reservoir. It will store 930,000 acre-feet of water, and will have an area of 37 square miles.

At the moment perhaps the most interesting feature of the Brazeau dam is its ability to regulate the flow of water in the Saskatchewan River and to increase the low flow during the winter months. This objective can be accomplished by building the lower part of the dam to permit storage of part of the sites ultimate water capacity. Then when the electrical demand in the Province increases the remainder of the dam can be completed, and generating units installed.

ALBERTA and the NATION

The Continent of North America is approaching another explosion of population similar to that which commenced after the Second World War. Canada will share in this if it can avoid pricing itself out of world markets. Alberta, which has made such strides in the last decade will go a long way towards doubling its population in the next. Its economy will receive a tremendous boost from gas export. Moreover, with everyone becoming more conscious of the importance of Canada's energy resources and with the setting up of The National Energy Board, Alberta, with the lion's share of these, will undoubtedly have more than its proportional share of the increase in population. Because of the importance of our energy resources studies of our coal reserve assume increased importance. We know that we have about one-half of all the mineable coal in Canada but beyond that our knowledge is somewhat limited as to the exact delineation of our various coal seams and the location of mineable deposits of the order of 100 million tons, which will be required to supply the power plants of the relatively near future. We are only now coming to a realization of the fact that

generally speaking in Alberta, power can be produced from coal more cheaply than from natural gas and similarly that thermal power is cheaper than hydro. Coal will produce our base load of the future, while gas and hydro will find their places—most valuable places—as peak load supplements to power from coal. For Alberta at least, because of its cheap fuels, nuclear power is still far in the future.

One of the many interesting possibilities which fortune has thrown into Alberta's lap lies in the direction of exporting coal-fired power to Eastern Canada. This, in effect, means exporting the energy of our coal by an electrical transmission line. It is the energy in our coal that Eastern Canada needs, not the ashes, and here just over the horizon is a practical and economical method of doing this.

At a recent engineering meeting in Banff, Mr. Cass-Beggs, General Manager of the Saskatchewan Power Corporation, presented a paper dealing with the economics of a large transmission line across Canada from British Columbia to the Maritimes. While the suggestions advanced by Mr. Cass-Beggs are perhaps only of theoretical interest at the moment, and while much more detailed study would have to be given to this idea, its interesting possibilities provide room for thought.

Mr. Cass-Beggs has estimated the savings that might be made if such a line were in operation during the year 1965.

(a) Reserve Capacity. The saving in reserve capacity would come about by each province being able to reduce the K.W. it holds in reserve for contingencies and obtaining this reserve from the interconnected system, which would have a total reserve much less the sum of the eight provincial reserves. The saving in capital investment in reserve capacity would be of the order of \$150,000,000.00.

(b) Diversity. The savings to be secured from the diversity arise out of the fact that it is dark in Ontario, for instance, two hours before it is dark in Alberta and Saskatchewan. It is estimated that over the eight provinces 1,500,000 K.W. of capacity could be saved with a consequent saving in investment of \$300,000,000.00.

(c) Optimum use of Minimum Cost Energy and Maximum use of Available Storage. "The main resources capable of further development on a large scale (excluding nuclear energy) are coal in the Maritime Provinces, hydro in Quebec, coal in Saskatchewan and Alberta, and hydro in British Columbia. Any development that would permit the flow of energy from East and West towards the centre of the country would be advantageous."

"The pattern that might be anticipated for 1965 is that Quebec would generate only with hydro, holding what steam capacity it might have in reserve. From its hydro it would meet all its own needs and export to Ontario, New Brunswick and a small amount to Nova Scotia. Ontario, on the other hand would use all its hydro and generate from coal for part of its own needs (with some of its steam capacity on stand-by), but would also import from Alberta, Saskatchewan and Manitoba as well as from Quebec. The loads in the bus reach 1,250 megawatts between Saskatchewan and Manitoba and 1,000 between Manitoba and Ontario. It should be noted that no new B.C. hydro power, such as the Columbia River, has been assumed to be available as soon as 1965. Consequently, British Columbia is importing power from Alberta, in 1965".

* * * *

FARM ELECTRIFICATION

During 1959, 4,075 farms have been added to the number already electrified in the Province to make a total of 49,923 bona fide farms electrified as at the end of the year. It is expected that another 3,000 farms will obtain Central Station service during 1960.

According to the 1956 Census, 79,424 farms were being operated in Alberta but only 70,058 of these were farms on which someone lived. The remaining 9,366 were being operated mainly by farmers who lived in towns or villages but did not live on their farm. Of these 70,058 farms, 739 were on Indian Reserves and if we deduct these we are left with the remainder of 69,319. If we accept the Census figures, which were compiled during the summer of 1956, then 72% of all farms were electrified as at the end of the year.

But it is sometimes difficult to find all the farms that the Census shows. Since 1956 and particularly in the grey-wooded soil areas, many farmers have left their land. The Saskatchewan Power Corporation conducted a survey during 1958 and came to the conclusion that at that time there were only 91.5% as many farms in that Province as were reported by the Census a year or so previously. If we presume that this percentage holds true in Alberta then there should be 91.5% of 69,319, or 63,500 farms, in the Province on which someone lives.

If that is the case then, at the end of 1959, 79% of all the farms were electrified.

* * * *

FINANCING REA's

At the end of December there was a total of 367 active Rural Electrification Associations. These Associations have borrowed under both the Guarantee Act and the Revolving Fund Act and the total of these borrowings has been approximately \$36,000,000.00. At December 31, 1959, nearly \$18,000,000.00 of this had been paid back. The investment in all rural lines in the Province is approximately \$50,000,000.00.

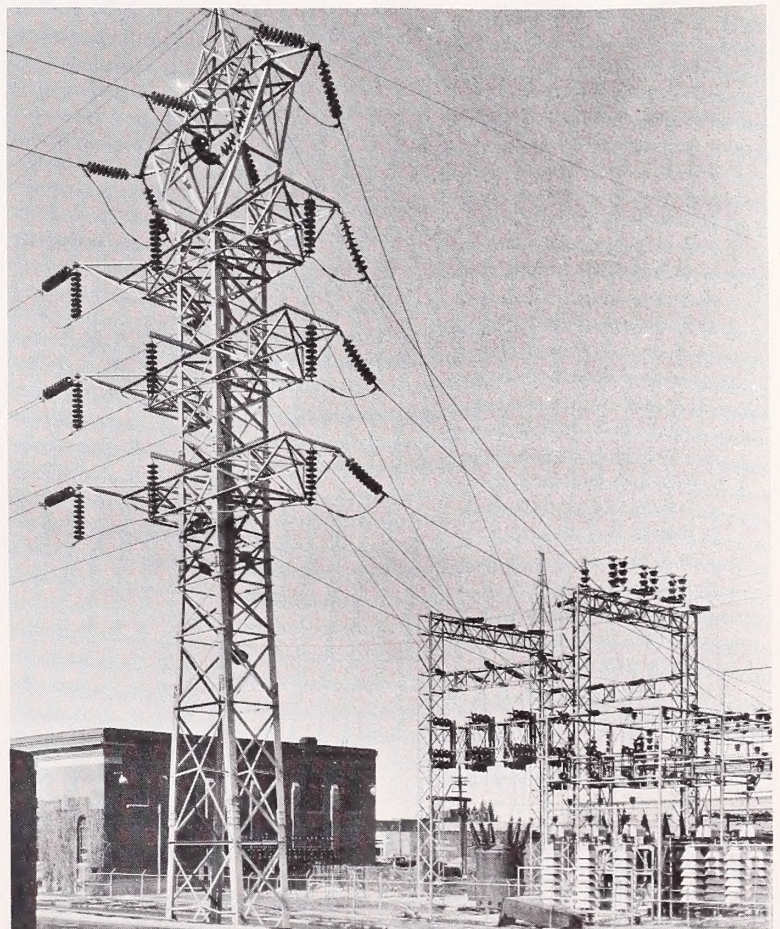
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CHECKING COSTS

During the year the Commission has checked all the cost statements which the companies send to REA's showing the costs of building their lines, and at the Commission's request the Provincial Auditor has audited a sampling of cost statements. In addition to this, some field checks have been made in various farm areas. With very minor exceptions these costs have always been found to be correct. These checks further show that the areas have been constructed at cost. The Power Companies are building these areas at cost and from an engineering standpoint, they are building them efficiently.

The Power Commission feels that it is its duty, not only to investigate problems brought to it, but also to investigate any phases of farm electrification which it believes require study. While the building of farm lines appears very simple and the operation of them is taken for granted, nevertheless there are many intricate problems to be considered if we are to keep all expenses down to the very minimum. Many questions such as accumulation, investment and use of deposit reserves, monthly versus quarterly billing, card meter reading and operating charge per foot of line, all merit careful and continuous study. As each of these problems is solved a new one arises to take its place. In its engineering and accounting aspects, farm electrification is highly technical and the individual farmer does not have the time nor the opportunity to investigate these matters. The Power Commission feels that one of its main responsibilities is to see that consideration is given to every factor that could possibly reduce the cost of electricity to the farmers.

The question of the correctness of operating charges made to farmers is constantly under study. We believe that the Power Companies are doing a remarkable job of keeping these costs down and of accounting to the farmers for them. In all the years to date, the actual costs have been less than the monthly charges made to the farmer in his power bill, so that at the end of each year the Power Companies have been able to make a refund to the deposit reserves of the Associations.



TRANS CANADA POWER? Coast-to-coast transmission lines (like from this Calgary Power substation) may provide savings estimated in hundreds of millions. (Calgary Power Photo)

PR AT DRAYTON VALLEY

BY T. B. CUMMING,
TOWN MANAGER

First phase of our staff public relations program has now been completed and it can safely be said that everybody who participated is pleased with the result. Such things cannot be measured with a yardstick, but we believe it was a success. We are all aware of a feeling of cohesion and purpose, together with a spirit of co-operation between staff members both of which are stronger than they used to be. We believe the public is getting better service too.

The program really began last September when I called a meeting of the Department heads for a general discussion of the whole subject. At this meeting the thought became increasingly apparent that as a town staff we came to work in the morning, put in our hours doing the best we could to earn our money and at the end of the month we collected our cheques. It wasn't that the town work was being neglected, but rather that we were not getting enough out of the job and perhaps not giving it the best we could.

Three decisions came out of that first meeting: First, that we should have a series of staff meetings on a monthly basis for which I would try to organize a program. Second, that all town employees (including members of the Fire Brigade) should be asked to attend the meetings. Third, a Suggestion Box should be set up to serve as a guide in the preparation of a public relations program which would be directed inwardly towards the general public.

It was also agreed that we should meet on the first Monday of each month.

At one of the early meetings at which all members of the Town staff were present, the whole matter of departmental relations with persons outside our Office was reviewed as was coordination within the Office itself. At this meeting I was able to announce three speakers who were: Dr. Lewis, Medical Health Officer for the Edson Health Unit (December); Lorne Frame, Public Relations Officer for Mobil Oil of Canada (January); Rev. A. Wright, Minister of the Drayton Valley United Church (February).

All three speakers were asked to discuss public relations as the subject effected their different fields of endeavor, and with special reference to municipal employees and how they might better serve the public. All three meetings were kept as informal as possible with each speaker allotted about one-half hour. This was followed by a question period which really became a very lively affair.

What have we learned? I asked our Secretary-Treasurer, W.G. Johanneson, to summarize what he considered were the most important principles discussed. This is what he said:

"The staff meetings of the past few months have given all of us much to think about ... including the following points:

- 1. A public servant is first and foremost just that. His actions must be always for the benefit of the community in which he is working.
- 2. Ethics and loyalty of purpose are fostered from the loyalties each employee must maintain to the other and above all the loyalty each must hold for the Corporation.
- 3. Each employee must realize that every action he carries out is a form of public relations. Therefore his thoughts on a job of work are not only how to carry out that particular job most efficiently, but how to carry it out most efficiently from the standpoint of the public.
- 4. Each employee is a part of a team and is effective to the degree that he can make himself an effective part of the whole.
- 5. A public servant is a worker, an ambassador, an advertiser ... sometimes a judge, but at all times a man or woman of good will."

For my own part I believe that as a result of the few meetings we have held to date, all those working for the Town have come to realize

they have more than a job. I think we all realize that "each and every public servant is hired and paid by those people whom he serves and is called upon at times to compel those people to observe the laws which the people have made".

This places the employee in a position where he must have a better than average understanding of what the ratepayer—his employer—wants. He must also possess a knowledge of Town by-laws and provincial statutes pertaining to his particular field of activity and must be able to assist in finding a solution to problems which may arise in this regard. He must develop and maintain a sympathetic but definite attitude towards his employer's problems.

Briefly stated, this is our objective in Drayton Valley and I believe we have made a good start in achieving something in that direction. Employees have expressed the view that the series of studies should be continued. That in itself is an indication that the first phase of our program has been a success.

SCENE OF THE ACCIDENT



At approximately 6:30 p.m. March 24th, 1960, an employee of a Neon Sign Company fell from a ladder and sustained severe head injuries which resulted in his death less than one hour later.

Immediately prior to this accident the workman had completed the installation of a sign on a department store front in the Town of Vermilion, and was about to descend from the roof of the store to the sidewalk, a distance of approximately 22 feet.

In this case, an extension ladder used in conjunction with the erection of the sign, had been placed against the brick wall comprising the store front, with its uppermost rung situated about 2 feet 6 inches below the top of the wall. The deceased, after placing one foot on the top rung of the ladder, lost his balance and fell headfirst to the sidewalk when an ornamental cement cap he had been holding to steady himself, broke away from its position on top of the wall. Subsequent investigation revealed that all ornamental cappings and a considerable number of bricks in portions of the wall in question were loose.

At the Coroner's inquest the jury brought in a verdict of accidental death and made the following recommendations:-

- 1. Ladders used for this work should extend above the building.
- 2. Condition of building construction be checked before the job starts for workmen's safety.
- 3. All buildings be checked by building inspector before permits issued for sign erection.
- 4. Barricades should be placed on both sides of working area for public safety.

This Department is of the opinion that the jury's recommendations are sound and feels that number 2, in particular, should be strictly adhered to by all persons engaged in building maintenance, alterations or repairs. If this procedure was observed in all cases, potential hazards could be detected and corrected.

W.E. Sutton,
Chief Factory Inspector

Great minds discuss ideas.
Average minds discuss events.
Small minds discuss people.



SECRETARY'S CALENDAR

Municipal District Act

Every Month

5th-Within 5 days after the end of each month secretary-treasurer shall prepare statement of moneys received and their disposition, submit to council at next meeting and enter a copy in the minutes. Sec. 61(v).

June 3 - Auditor to be appointed within two months after the first meeting in each year. Sec. 66.

June 15 - Council shall pay quarterly installment of school requisition. Sec. 338.

June 30 - Second quarter of municipal hospital requisition due. (Sec. 112(5) Municipal Hospital Act.)

July 1 - First third of requisition to Department of Municipal Affairs due. Sec. 12(Hospitalization Benefits Act).

Town and Village Act

Every Month

15th-Secretary-Treasurer shall prepare statement of moneys received and their disposition, submit to council at next meeting and enter in minutes. Sec. 67(r).

June 1 - Secretary-Treasurer shall prepare tax roll on or before September 1st and mail tax notices. Sec. 368 and 370.

June 15 - Second quarter of school requisition due. Sec. 355.

June 30 - Second quarter of municipal hospital requisition due. (Sec. 112(5) Municipal Hospital Act.)

June 30 - Appoint enumerator not later than July 1. Sec. 112(1).

July 1 - First third of requisition to Department of Municipal Affairs due. Sec. 12 (Hospitalization Benefits Act). ●

THIS FASCINATING BUSINESS?

An aura of fascination surrounds a newspaper, making many persons think they'd like to own one. It's a fascination for everyone except newspaper people. They have no illusions. To own a newspaper, here is what you'll have to do in a normal day:

Explain to Mrs. Strong why Aunt Weak's 85th birthday party was not on the front page.

Explain to an advertiser why it is impossible to get him on page three.

Explain to an ex-subscriber why you had to cut off his unpaid subscription.

Soothe a lady who called in too late about her party.

Explain why some weeks you've got news running out of your ears and other weeks the paper reads like a report on Amalgamated Steel.

Apologize to an advertiser for an error in his ad and smile sweetly when he tells you what an idiot you are.

Decipher scribbling that comes in written on check pads, paper napkins, a corner of junior's arithmetic paper or on the back of a letter from Cousin Frank.

Pet a balky Linotype that's as nervous as a dish of jello, when you're already behind schedule.

Explain to a customer arriving late with copy that if you get his stuff in, you'll have to leave somebody else out. And then explain to the one you left out.

The last run made, you feel a sense of relief—for about five minutes. Then you start explaining why you did this or didn't do that and it starts all over again. o Tofield Mercury

SEVENTH COMMISSION UNDERWAY

(From Page 1)

One of the provisions of the formation of the Battle River Commission is that other municipalities, chiefly to the east of Camrose, shall be free to join. It is further understood that headquarters within the boundaries of the member municipalities will be established in due course.

* * * *

Grandma took 4 year old Linnie downtown to buy a new coat. When the choice was made it was decided the sleeves were a bit long so the clerk promised to make the alterations and send it out next day.

On the way home, Grandma, wanting to surprise the little girl's mother, cautioned Linnie not to say a word to anyone about the gift.

"You and I have a secret," she explained.

All went well until Linnie was getting ready for bed. Then she said, "Mommy, Grandma and I have a secret ... but its sleeves have to be shortened."

(P.G.)

FACTS OF METROPOLITAN DEVELOPMENT

(From Page 3)

called upon to pay these costs has no industry to contribute its share, it faces a financial problem because the whole burden then falls on the owners and occupiers of homes. Accordingly, in order to attract the taxable wealth which is represented by industrial plants, municipalities have competed with each other for industry by offering certain inducements, such as low tax rates, low valuations, partial exemptions, and other concessions. In these circumstances there is little uniformity in assessment or taxation.

It cannot be denied that the present situation leads to inequities which affect both industries and municipalities. The financial consequences to the latter may be serious. It is significant that most of the important municipal debt defaults in Canada in the nineteen-thirties occurred in the outlying units of metropolitan areas. With the growth in urbanization that lies ahead, the inequities and the problems they create are bound to multiply, unless corrective measures are taken. Whether an equitable distribution of industrial taxation is effected regionally by amalgamation of the municipalities within a particular area or by some form of metropolitan government in the area, or whether it is effected on a wider basis by the Provincial Government, the fact remains that industrial taxation should be distributed on some equitable basis as between the municipalities in which the plants are located and those in which the employees of such plants reside and which, therefore, bear the costs of providing the services they require. It is my opinion that in metropolitan areas or regions, each with their own common problems, this matter should be dealt with by appropriate action on a metropolitan or regional basis in co-operation with the Provincial Government.

While a solution to the problem of industrial taxation as it affects metropolitan areas is important, it will not solve all problems. Some readjustment in administrative structure is necessary to co-ordinate the provision of services which are of concern to the whole area and to allow for proper regional planning. This fact has been receiving wide recognition.

APPROACHES TO METROPOLITAN DEVELOPMENT

Let us look at some of the measures which have been taken to deal with the problems of metropolitan development in Canada. We find that there have been three principal approaches:

1. Annexation by or amalgamation with the central city.
2. The establishment of special inter-municipal authorities to provide certain common services or ad hoc co-operative arrangements for particular purposes.
3. The adoption of the principle of "federation" under which an over-all metropolitan authority is created with jurisdiction over matters of general concern, while the local municipalities retain jurisdiction over matters of local concern.

For many years the annexation of adjoining areas was the normal process by which growing cities provided for their expanding population. Both Montreal and Toronto extended their territories in this way until the First World War. By successive annexations of adjacent municipalities, the City of Montreal increased its area five times between 1883 and 1919, while Toronto increased its area two-and-a-half times by the same process in a period of eighty years ending in 1914. Vancouver annexed an adjacent municipality in the nineteen-twenties. In 1936, the City of Windsor was amalgamated with three adjoining municipalities. In 1948, the City of Ottawa extended its limits by annexing two suburbs and parts of two townships.

It is well to note that these annexations or amalgamations, while reflecting the problems of metropolitan areas, were not in all cases effected in order to adapt local boundaries to the realities of growth. In some cases, such as in the Montreal and Windsor areas, annexation was more or less forced upon the central city by the debt situation of the suburban municipalities which resulted from unplanned development of housing and municipal services. In the case of Toronto, too, the areas annexed had already been largely built up and provided with certain municipal services, many of which were badly planned and far below minimum city standards. It appears that the approach to annexation or amalgamation in the earlier years of this century was different from what it is today. Annexation was not then looked at from the standpoint of the city's requirements in terms of growth but was rather considered a privilege to be conferred by the city upon the inhabitants of the fringe communities.

Accordingly, after 1910, the City of Montreal opposed further annexations on the ground that the additional costs created by each outside area annexed exceeded the new revenue sources made available. Toronto, likewise, ended the policy of annexation around 1914. It was decided "that further annexations to the City of Toronto be not made until such time as undoubted compensating advantages existed".

(Concluded Next Month)

LONG IN THE SERVICE



W.F. BROADSTOCK

... a happy 25 years.

After a recent election, Fred Broadstock, veteran Secretary-Treasurer of the Town of Jasper Place, asked the newly-elected council if (and when) they wanted him to retire. The answer came back "Never!" thus indicating the esteem in which the man is held and his durability at one and the same time.

There's something Churchillian about Mr. Broadstock. In India with the British army at the turn of the century, he volunteered for active duty in South Africa and was there until the Boer War ended on May 31, 1902. Mafeking, Kimberly, Lydenberg, among many others, form the background of his early career.

Mr. Broadstock recalls two encounters with members of England's Royal family ... Queen Victoria in 1901 and her great, great granddaughter, Elizabeth, in 1951. The earlier episode was during a visit of the Queen to Dublin where young Private Broadstock was in training. Somewhat sternly she asked him, "When did you write to your mother?" On being told just a day or two previously, she next wanted to know how often he wrote, — to which the answer was every second week. "There's a good lad," smiled the great Queen, "never forget your mother." Mr. Broadstock was able to tell the story to Princess Elizabeth when she and the Duke of Edinburgh toured Canada in 1951.

William Frederick Broadstock was born at Churchdown, Gloucester, England, May 9, 1882. Educated at King's College, Taunton, in Somerset, he went into the army and almost suddenly found his regiment in India. After service in the Boer War he returned to India but contracted malarial fever and was sent home to England. On the advice of his physician he migrated to Canada in 1905, coming to Edmonton after a few months in Toronto.

Mr. Broadstock's first job in Edmonton was as bookkeeper for John Walters and the Walters Mill. The following year he filed on a homestead in the Colinton district, but gave that up to teach school at the Anglican Mission at Wabiskaw. After teaching for 5 years Fred purchased land in the Winterburn district and farmed from 1912 to 1935. At that time he was appointed assessor and assistant Secretary-Treasurer of the Municipal District of Spruce Grove No. 519 and in October, 1938, became Secretary-Treasurer.

During the amalgamation of municipal districts in 1942 Spruce Grove as one of the first was absorbed to help form the Municipal District of Stony Plain No. 84 with Mr. Broadstock moving into the assistant's position.

Seven years later (December 31, 1949) the Village of Jasper Place was incorporated and they "borrowed" Fred as Secretary-Treasurer of the new village. Moving swiftly, on November 6, 1950, Jasper Place became a full-fledged town, with Mr. Broadstock still serving as Secretary-Treasurer. "I had one girl to help me," he recalled.

Mr. Broadstock says he has found municipal work fascinating. "There are so many facets to it. My twenty-five years have been a happy period."

Looking back over his long and varied career Mr. Broadstock considers himself very lucky. "I've seen a lot of the world and done a lot of travelling." "Mostly," he concludes with a twinkle, "at government expense." ●

SHORT COURSES AT BANFF

(From Page 1)

"The Legal Aspects of Administration in Roads, Streets and Lanes" by Alan Brownlee. A report from the Public Administration Training Division of the University will be delivered by Don Bancroft or Zack Kay and on Saturday morning, June 11, Department of Municipal Affairs personnel will bring the Municipal Administration course to a close with discussions of new legislation, including industrial assessment, together with winter works and debenture borrowing.

SCHOOL ADMINISTRATION

Registration for the Sixteenth Annual Short Course in School Administration begins June 12 with sessions running from Monday through Wednesday morning. Theme of the School course is "the principles of policy formulation by school boards". The course is sponsored by The Alberta School Secretaries' Association and The Alberta School Trustees' Association with assistance from the Department of Education and the University's Department of Extension.

Speakers at the June 13 sessions include Hon. A.O. Aalborg, Ernest Hodgson (University of Alberta), Alvin R. Myhre (Griesbach School Board), J.H. Thorogood (Edmonton School Board) and C.G. Stillings (Neutral Hills School Division).

Dr. J.W. Chalmers, U.R. Shogren and R.B. Budge of the Department of Education will discuss new legislation and grants, while George Davison, A.W. Poland and Ed Parr will serve as convenors for nine groups discussing various administrative policies. All six officials will evaluate conclusions the final morning of June 15. ●

LEDUC OFFICIAL DIES

On April 28 death came suddenly to Clifford Allan Johnson, Assistant Secretary-Treasurer of the Municipal District of Leduc No. 75. He was 65.

Mr. Johnson was one of the senior officials in municipal service in Alberta, having received his first appointment as assistant secretary-treasurer, M.D. of Black Mud No. 488, in 1931. In 1938 he was appointed secretary-treasurer of the old M.D. and held the position until the formation of the Municipal District of Leduc No. 75 on January 1, 1944, when he was appointed assistant secretary-treasurer of the enlarged district.

He is survived by his wife, three sons and two daughters. ●

... FIELD SERVICE PART OF JOINT CONFERENCE



CONCENTRATION — Field Service Inspectors and officials pay close attention to their speaker during the annual conference held jointly with Departmental Assessors in April. D.M.A. offices located at twelve Alberta centres are represented here. ●

BRANCHES HOLD MEETING

The annual joint conference of the Assessment Branch and the Field Service Branch was held in the Club Room of the Northern Alberta Jubilee Auditorium from April 5th to 8th. Some 39 assessors and about 26 field service personnel, located in offices of the Department of Municipal Affairs throughout Alberta, were in attendance. A sturdy lot, their purpose is to assist in the administration of their districts, helping to distribute the tax load fairly while still retaining the friendship of the people for the Department. Their motto could be said to be "Ours is to reason why ... All we can do is try."

The conference was officially opened with a word of welcome by A.W. Morrison, Deputy Minister of Municipal Affairs. J.B. Laidlaw, Assessment Commissioner gave an hour long address on legislation which was followed by a discussion period. A busy pace was maintained throughout the entire four day meet, with eleven speakers in all covering topics ranging from assessment evaluations and procedures in Europe to professional ethics within the Province. Assessment and field service problems, the application of the new Provincial Assessment Manual, motion picture films and a field trip involving two practical assessments rounded out the official program. Concluding with an enjoyable banquet and social evening at the Club Mocambo, the assessors and inspectors returned to their home bases humming an old refrain entitled "Why don't we do this more often." (P.C.)